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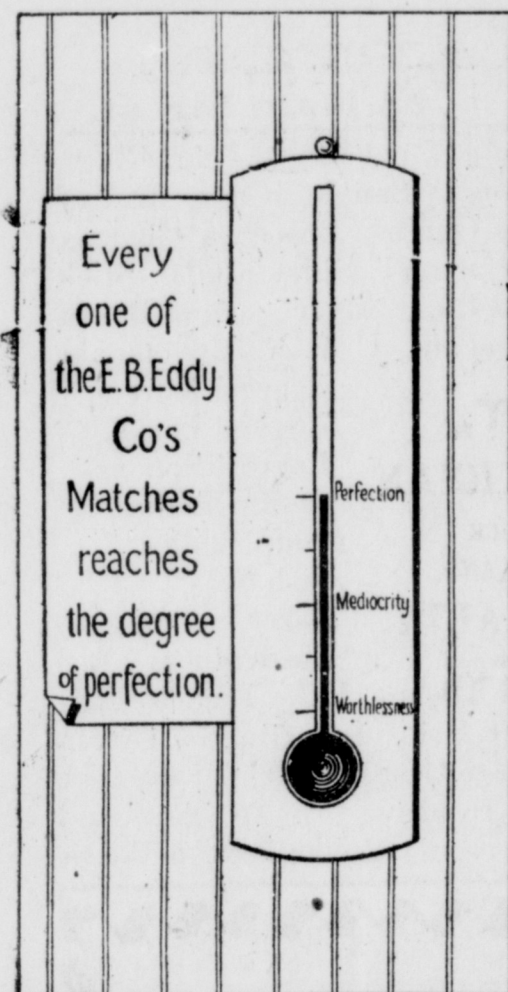
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TOLSTOI ON WAR.

The Russian Reformer Says it Must Follow Slavery and Disappear.

In a recent article contributed to a French magazine Tolstoi says:

"One of the partial manifestations of Christianity, the idea that humanity can exist without slavery, was first definitely expressed by the writers of the eighteenth century. Till then, not only the ancient pagans, Plato and Aristotle, but the men nearest to us and Christians, were not able to conceive of mankind as existing without slavery. Thomas Moore could not imagine even Utopia without slavery. No more was it possible for the men who lived at the beginning of this century to conceive of human life without war.

"Not until after the war of Napoleon was there a clear expression of the idea that humanity could live without them. Now, only a hundred years have passed since the idea that humanity could live without slavery took shape, and yet literal slavery is no longer to be found among Christian people; so there will be no more war within less than a hundred years after the idea that it is needless has been plainly enunciated. It is very possible that war will not then have completely disappeared, any more than slavery has. Probably enough, it will survive in another form, just as paid labor has survived the abolition of slavery; but there will be no more wars of armies of the utterly unreasonable and immoral sort that exist today.

"Indications that the change is near are numerous, very numerous. They are to be found in the present situation from which there is no other issue, of the governments that are constantly increasing their armaments; in the growth of taxes, which constantly become more heavy; in the power of engines of destruction, now at its apogee; in the efforts of peace congresses and peace societies, and especially in the fact that already isolated individuals are refusing to do military service. In this refusal lies the solution of the question.

You say that military service is indispensable, and that without it we should be exposed to terrible dangers. All that may be true, but with the conception of good and evil common to all the men of this time, and to yourselves, I can not kill at the command of someone else. And if military service is, as you say, very necessary, then organize it in a manner that will be so completely in contradiction with my conscience and yours. Until you have so transformed it, and while this distinct contradiction persists, I will in nowise consent to serve.

"That is the response which will inevitably and very soon be made by all honest and reasonable men, not only by Christians, but also by Mohammedans, and those who are called pagans, the Brahmins, the Buddhists and the followers of Confucius.

"Perhaps from the force of inertia militarism will persist for some time, but the question is already settled in the conscience of mankind. The number of men who hold the new view is each day, each hour, growing larger, and there is no possible way of stopping the movement.

"Every time that man accepts truth, no matter what it is, or rather, every time they free themselves from prejudice—such a release has taken place within our own time in respect to slavery—it always produces a struggle between the consciences of men who are coming into the light and the passive resistance of the ancient state of things.

"At first the power of inertia is so strong, and conscience is so weak, that the attempt to rise above prejudices creates only astonishment. The new truth is regarded as an absurdity. 'Live without slavery? Who will do this work? 'Live without war? Somebody will come and conquer us.' But conscience constantly gains strength, the principle of inertia constantly loses ground and the impressions of surprise give place to derision and to contempt. The Holy Scriptures recognise masters and slaves. This relation has always existed, and all over the world! So they said in regard to slavery. All learned men and all philosophers have admitted the legitimacy, even the sanctity of war. That is what they now say in regard to war.

"But science constantly grows stronger and clearer; more and more numerous are the people who admit the new truth, and to the derision and the contempt succeed ruse and deception. The partisans of error then pretend to understand and to recognize the enormity and the cruelty of the system which they defend; but they declare that for the present its destruction is impossible, and they put off the work to an undetermined epoch. Who does not know that slavery is an evil? But mankind is not yet fitted for freedom and enfranchisement. So they said about slavery forty years ago. Who does not know that war is an evil? But humanity is still in a state so near to that of the animals that its suppression would cause more harm than good. Thus do they talk now about war."

Souris, Man., Sept. 21, 1896.
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Dear Sirs, I find your goods taking remarkably well with my customers and they appear to give every satisfaction, as indicated by the fact of our having sold one-half gross of your Chase's Kidney-Liver Pills alone during the month of August.
S. S. SMITH, Souris, Man.

THE WHEEL OF DEATH.

A Frenchman's Terrible Invention.—It Will Destroy an Army.

A motor bicycle has just been invented by a French genius which promises to prove one of the most formidable adjuncts to an army in conflict which has been created for a number of years. Competent military authorities who have given the machine and the idea of the inventor careful consideration declare that a company of soldiers mounted on these cycles could inflict more damage upon the enemy, provided the conflict did not occur in a mountainous country, than four companies of infantry equipped in the regulation fashion could accomplish.

So noticeable is the impression that the motor cycle has made in France that the French Minister of War, together with the military commission made up of the most thoroughly posted officers of the army of France is seriously considering giving the new invention the sanction of the government, and equipping several companies of the army with the machine. No definite decision in the matter is likely to be announced for several weeks, for the most careful study is being made of the cycle and the ideas set forth by the inventor, regarding what it can accomplish. It is hinted, however, that all things point to the decision being of a favorable nature, and the adoption of the machine as a regular feature of the French army may therefore be considered more than probable.

There have been many experiments with bicycles in the armies of Europe, and the military authorities of no nation have taken more interest in the machine and its developments than those of France. While it is only within the past year that any fixed effort has been made in the United States army to test the value of the bicycle as a method for conveying a soldier from place to place, both in company form and as a despatch bearer, our French compatriots have been experimenting with the wheel from a military standpoint for more than five years. It is not surprising then, that this somewhat startling addition to the merits of the wheel that genius has made should be the emanation of a French mind.

Now, as to the motor cycle itself. It is as the accompanying illustration shows, in form and principle like unto the motor cycle with which we are all more or less familiar. There are, however, one or two important exceptions, the most notable of these, so far as the operation of the machine is concerned, being that the rider steers the cycle with his feet, the handle-bar, or rather the substitute for it, being adapted to a totally different purpose. The motor, the impelling force of the cycle, is located just forward of the rear wheel, and is of sufficient size to insure a satisfactory rate of speed. The small tank which carries the fuel which supplies the motor contains an ample quantity to guarantee at least a day's journey without replenishing. The inventor claims that the machine will easily make, over a fairly rough country, from 12 to 15 miles an hour, and believes that with good roads, unimpeded, it would do even better than this.

Perhaps the most notable feature of the cycle is the row of bayonets attached to a transverse bar which is supported by a heavy steel rod that runs forward from the frame of the machine. As the illustration shows, the bayonets extended forward sufficiently to clear the machine entirely, and to be without an impediment to penetrate whatever the rider may charge at. In place of the handle-bars is a curved gun-rest, which may be moved upward to suit the desire of the rider. Every rider is supposed to be armed with a repeating rifle, and it will be understood that from the fact that he can steer the machine with his feet he is left entirely free to use the weapon—as unincumbered as he would be if he were standing on the ground, like the ordinary infantry man of to-day.

Such a combination as this, the French officers argue, would be almost irresistible. A charge by a company mounted on these cycles would practically be one of the most dreaded events in a battle, a bayonet conflict and a heavy fire combined. Every wheelman knows how expert the rider of a motor cycle can become in maintaining the equilibrium of his machine against both ordinary and extraordinary shock. It would take more than mere contact with a moveable body to upset a rider of a motor cycle.

It has been a favorite argument of the opponents of the bicycle for army use that the machines could never be utilized except for purely transportation purposes, and that, therefore, they were in a great measure an encumbrance to an army in the field. In time of battle, it was alleged, they were of no value whatever. The invention of this Frenchman seems to remove this objection entirely. In fact, it has lifted the wheel out of the rut of opprobrium into which it had fallen, and placed it among the most effective sources of carnage that is at the modern military commander's beck and call.

The bicycle in itself has won its way to permanent fame and usage as a vehicle for the conveyance of a despatch bearer. It is no exaggeration to say that for years to come, or until there had been a war between civilized nations to give proof, the use of the

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wheel for transporting troops would have been a bone of contention over which military officers would have argued incessantly. As it is, the modern cycle has solved the problem.

It might be said by quibblers that the new cycle is not up to date, because the motive power is gasoline rather than electricity. This is unfair, because electricity for such use—for bicycles or motor cycles—is only in the experimental stage.

While it is true that there is sufficient power to be obtained by electricity to drive the motor cycle or any other machine, there confronts one the old problem of the storage battery. This latter has never proved successful for continued propulsion. The motor cycle for war must be run on a basis of absolute certainty. This is why M. Francois L'Heraux, the inventor, says gasoline was used by him.

The method of conveying an amount of gasoline sufficient to supply the various machines is as thoroughly modern as the machines themselves. It is a tank, very much like those which we are all familiar, mounted upon a horseless wagon, which is also driven by a gasoline motor. It is the intention to recharge the motor cycles each day, as it has been estimated that the ordinary tank which forms part of the machine contains just about a sufficient amount of gasoline to supply the motor for one day's travel, the highest estimated rate of speed being the basis of calculation.

Only one of the war-like motor cycles has been constructed as yet. If M. L'Heraux's invention is adopted, it will be manufactured by the French Government only.

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